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Message Text

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ORIGIN FAA-00

INFO OCT-01 AF-10 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 EB-08 INR-07 NSAE-00 L-03 SS-15
/058 R

DRAFTED BY FAA/ACS-400:TIBELL:PMA
APPROVED BY EB/OA:MHSTYLES
EB/OA/AVP:AJWHITE
EB/OA/AVP:JSGRAVATT
AF/I:LSHURTLEFF
FAA/AIA-130:WAHAMM
----------045345 181756Z /43
R 181707Z JAN 78
FM SECSTATE WASHDC
TO AMEMBASSY ACCRA
AMEMBASSY ABIDJAN
AMEMBASSY DAKAR
AMEMBASSY KINSHASA
AMEMBASSY LIBREVILLE
AMEMBASSY MONROVIA
AMEMBASSY NAIROBI
AMEMBASSY LAGOS
AMEMBASSY YAOUNDE
INFO AMEMBASSY BRUSSELS
AMCONSUL DOUALA

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BRUSSELS FOR FAA

E.O. 11652: N/A

TAGS: EAIR, XY

SUBJECT: CIVAIR: CIVIL AVIATION SECURITY VISIT
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REF: STATE 207147 (77) AND STATE 212490 (76)

1. MR. VINCENT PUGLISI, FAA CIVIL AVIATION SECURITY INSPECTOR, RECENTLY VISITED CERTAIN AIRPORTS LOCATED WITHIN HOST COUNTRIES OF ADDRESSEE MISSIONS TO INSPECT U.S. FLAG CARRIER AVIATION SECURITY PROCEDURES AND TO

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OBSERVE THOSE OF FOREIGN AIR CARRIERS OPERATING DIRECTLY TO THE U.S. DURING HIS VISITS, THE INSPECTOR OBSERVED AIRPORT (NOT AIR CARRIER) SECURITY PROCEDURES WHICH IN SOME CASES APPEARED TO BE BELOW U.S. REQUIREMENTS. INEFFECTIVE AIRPORT SECURITY SYSTEMS AT THOSE AIRPORTS ADVERSELY AFFECT AIR CARRIER STATION SECURITY PROCEDURES AND THE CARRIER'S ABILITY TO MEET THE REGULATORY REQUIREMENTS OF THE FEDERAL AVIATION REGULATIONS. IT WAS NECESSARY TO DETERMINE THE PROCEDURES USED TO ENSURE COMPLIANCE WITH THEIR SECURITY PROGRAMS AND THE FEDERAL AVIATION REGULATIONS. OF SPECIAL CONCERN WAS THE LACK OF TRAINING, SUPERVISION, AND MOTIVATION OF SCREENING AND SECURITY PERSONNEL WHICH DETRACTS SIGNIFICANTLY FROM THE MAINTENANCE OF EFFECTIVE AVIATION SECURITY.

2. AIRPORT SECURITY AT FOREIGN AIRPORTS IS NOT AN FAA RESPONSIBILITY, AND FOREIGN AIRPORTS DO NOT HAVE TO MEET U.S. AIRPORT SECURITY STANDARDS. HOWEVER, CERTAIN ASPECTS OF AIRPORT SECURITY IMPACT DIRECTLY UPON AIR CARRIER SECURITY PROCEDURES. THUS IT IS INCUMBENT UPON THE FAA TO ENSURE THAT THE APPROPRIATE OFFICIALS OF THE HOST GOVERNMENT ARE MADE AWARE OF ANY PROBLEMS/DEFICIENCIES OBSERVED AND TO ATTEMPT TO ASCERTAIN WHAT ACTION, IF ANY, THE HOST GOVERNMENT PLANS TO TAKE OR IS TAKING TO RESOLVE THE PROBLEMS.

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3. DUE TO ITINERARY, FAA INSPECTOR WAS UNABLE TO MEET WITH ALL AVIATION AUTHORITIES TO DISCUSS PROBLEMS ENCOUNTERED. UNLESS OBJECTION PERCEIVED, EMBS REQUESTED PROVIDE APPROPRIATE CIVIL AVIATION AUTHORITIES WITH THE FOLLOWING OBSERVATIONS AND INFORM THEM THAT THE U.S. IS DEEPLY CONCERNED WITH PROBLEMS NOTED BECAUSE OF THEIR DIRECT IMPACT ON AIR CARRIER (US AND FOREIGN) SECURITY. EMBS SHOULD ALSO INFORM CIVAIR OFFICIALS (SEE STATE 212490) THAT FAA HAS A SECURITY TRAINING PROGRAM AND A LIMITED NUMBER OF SECURITY SPECIALISTS WHO MAY BE MADE AVAILABLE FOR ADVICE AND TECHNICAL ASSISTANCE ON AIRPORT SECURITY PROCEDURES. EMBS SHOULD ALSO EMPHASIZE FAA IS INTERESTED IN ASSISTING CIVAIR OFFICIALS ESTABLISH AN EFFECTIVE AIRPORT AND AIR CARRIER SECURITY PROGRAM. PLEASE ADVISE FAA OF ANY RESPONSES OR INDICATIONS OF CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN BY THE HOST GOVERNMENTS IN THIS MATTER.

4. SECURITY PROBLEMS/DEFICIENCIES OBSERVED AT THE FOREIGN AIRPORTS VISITED ARE AS FOLLOWS FOR TRANSMITTAL TO THE APPROPRIATE HOST GOVENRMENT:

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NAIROBI

1. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER HOLD AREAS AND AOAS (AIR OPERATION AREAS).
2. LACK OF ADEQUATE SUPERVISION OF SCREENING AND SECURITY PERSONNEL.
3. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING, WHICH LEADS TO INEFFECTIVE SCREENING AND INATTENTION BY GUARDS AT ACCESS POINTS.

LAGOS

1. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH LIMITED OFFICIAL USE

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AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO INEFFECTIVE SCREENING.

2. MIXING TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
3. FAILURE TO SCREEN VIPS AND FAMILIAR VISITORS. AS EXPLAINED TO THIS OBSERVER, THESE PEOPLE ARE ESCORTED BY THE LOCAL AUTHORITIES THROUGH THE SCREENING POINT AND INATTENTTION BY GUARDS AT ACCESS POINTS LEADING TO INEFFECTIVE SCREENING.
4. FAILURE OF LOCAL GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF TIME, UNTIL THE PUBLICITY SUBSIDED.

ABIDJAN

1. INEFFECTIVE SCREENING TECHNIQUES. SOME SCREENING NOT ACCOMPLISHED THOROUGHLY, BUT CASUALLY AND WITH INATTENTION TO THE JOB.
2. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER HOLD AREAS AND AOAS.
3. MIXING OF TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
4. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING WHICH LEADS TO INEFFECTIVE SCREENING AND INATTENTION BY GUARDS AT ACCESS POINTS.
5. LACK OF ADEQUATE SUPERVISON OF SCREENING AND SECURITY PERSONNEL.
6. FAILURE OF LOCAL GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY
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PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF TIME, UNTIL THE PUBLICITY SUBSIDED.

DAKAR

1. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER HOLD AREAS AND AOAS.
2. MIXING OF TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
3. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO INEFFFECTIVE SCREENING AND INATTENTION BY GUARDS AT ACCESS POINTS.
4. FAILURE OF LOCAL/GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF TIME; UNTIL THE PUBLICITY SUBSIDED.

MONROVIA

1, UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER HOLD AREAS AND AOAS.
2. LACK OF ADEQUATE SUPERVISION OF SCREENING AND SECURITY PERSONNEL.
3. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO INEFFECTIVE SCREENING.

ACCRA

1. FAILURE TO SCREEN VIPS AND FAMILIAR VISITORS. AS EXPLAINED TO THIS OBSERVER, THESE PEOPLE ARE ESCORTED BY THE LOCAL AUTHORITIES THROUGH THE SCREENING POINT.
2. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER

HOLD AREAS AND AOAS.
3. NO STANDARD ID PERSONNEL AND VEHICLE CONTROL SYSTEM IN EFFECT.
4. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO POSSIBLE INEFFECTIVE SCREENING AND INATTENTION BY GUARDS TO ACCESS POINTS.

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LIBREVILLE

1. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO POSSIBLE INEFFECTIVE SCREENING AND INATTENTION BY GUARDS AT ACCESS POINTS.
2. MIXING OF TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
3. FAILURE OF LOCAL GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF TIME, UNTIL THE PUBLICITY SUBSIDED.

KINSHASA

1. MIXING OF TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
2. LACK OF TRAINING OF PERSONNEL ASSOCIATED WITH AVIATION SECURITY AND/OR NO RECORDS AVAILABLE TO INDICATE TRAINING LEADING TO POSSIBLE INEFFECTIVE SCREENING AND INATTENTION OF GUARDS AT ACCESS POINTS.
3. LACK OF ADEQUATE SUPERVISION OF SCREENING AND SECURITY PERSONNEL.
4. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER

HOLD AREAS AND AOAS.
5. FAILURE TO SCREEN VIPS AND FAMILIAR VISITORS. AS EXPLAINED TO THIS OBSERVER THESE PEOPLE ARE ESCORTED BY THE LOCAL AUTHORITIES THROUGH THE SCREENING POINT.
6. FAILURE OF LOCAL GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF TIME, UNTIL THE PUBLICITY SUBSIDED.

DOUALA

1. MIXING OF TRANSIENT PASSENGERS AND VISITORS WITH SCREENED PASSENGERS POSSIBLE.
2. UNCONTROLLED ACCESS POINTS TO STERILE PASSENGER HOLD AREAS AND AOAS.
3. FAILURE TO SCREEN VIPS AND FAMILIAR VISITORS. AS EXPLAINED TO THIS OBSERVER, THESE PEOPLE ARE ESCORTED BY THE LOCAL AUTHORITIES THROUGH THE SCREENING POINT.
4. FAILURE OF LOCAL GOVERNMENT AVIATION AND SECURITY OFFICIALS TO ESTABLISH AND/OR PURSUE AVIATION SECURITY PLANS AND PROCEDURES, EXCEPT ONLY AFTER SOME PUBLICIZED

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SECURITY INCIDENT AND THEN ONLY FOR A LIMITED PERIOD OF
TIME, UNTIL THE PUBLICITY SUBSIDED. CHRISTOPHER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: SECURITY, AIRPORTS, VISITS
Control Number: n/a
Copy: SINGLE
Draft Date: 18 jan 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978STATE013593
Document Source: CORE
Document Unique ID: 00
Drafter: 400:TIBELL:PMA
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780027-0269
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780149/aaaabpbf.tel
Line Count: 280
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: a5fa3be2-c288-dd11-92da-001cc4696bcc
Office: ORIGIN FAA
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
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Previous Handling Restrictions: n/a
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Review Content Flags:
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Review Exemptions: n/a
Review Media Identifier:
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Review Withdrawn Fields: n/a
SAS ID: 3752993
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: CIVIL AVIATION SECURITY VISIT LIMITED OFFICIAL USE LIMITED OFFICIAL USE
TAGS: EAIR, XY, FAA
To: ACCRA ABIDJAN MULTIPLE
Type: TE
vdkvgwkey: odbc://SAS/SAS.dbo.SAS_Docs/a5fa3be2-c288-dd11-92da-001cc4696bcc
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